

Hongkong Daily Press.

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HONGKONG, THURSDAY, AUGUST 2ND, 1900.

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New Advertisements will be found on page 4.

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Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication, but as evidence of good faith.
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No anonymously signed communications that have already appeared in other papers will be inserted.
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Telegraphic Address Press—A.B.C. Code.
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The Daily Press.

HONGKONG, August 2nd, 1900

"THEY manage those things better in France." Those who remember France in the halcyon days of the third NAPOLEON will readily recall the deprecatory phrase with which it was the custom to reward every English attempt to get out of the groove into which we had permitted ourselves to drift during the long peace that followed the decisive victory of Waterloo. Our own experience in the Crimea taught us that the saying was not altogether unfounded, as far as the arts of war were concerned, and the many English visitors, who, attracted by the novelty of the thing, went over to see the great exhibition of 1857, probably the most picturesque of the whole series, came back from Paris fully convinced that in the arts of display, at least, we had much to learn from our neighbours across the Channel. Fortunately for us the Crimea taught us a lesson that has not yet been effaced from the memory of the nation; but it still required the humiliations of the Indian Mutiny to drive the lesson effectively home. The Franco-German war of 1870 again might reasonably have been supposed to have taught a useful lesson, but it was accepted in such a pedantic manner that mischief rather than strength, was the result. Such was the position when we were suddenly called on to repress a most serious revolt amongst the Boers in South Africa. The country and the Government was taken in the end by surprise, but on the whole both answered well the call, and before the end of the year considerably more than 100,000 troops were in the field after traversing some 6,000 miles of ocean. Though

the call was unexpected, it was nobly responded to, and it was hoped that a resting time would be found after the expiry of the war. The war, however, was not concluded, but had arrived at what might be called its most critical period, when a cloud appeared suddenly on the eastern horizon. On the 10th of April no suspicion of anything more serious in China than a few riots, which would probably have to be suppressed by a landing party or two, was entertained by any one, in the secret, or out of it. On the 13th Peking was in a blaze, and the whole of the Foreign Ministers shut up in the city in danger of their lives from day to day. Since that fatal day not one European has entered or left the doomed city; and the extensive settlement at Tientsin, which it was supposed would be able to withstand any force that the Chinese Empire could bring against it, narrowly escaped being taken by assault, though defended by some thousands of troops from every European navy represented in China. Now in view of these facts it is interesting to see how the call was met. Russia, who had been strengthening her garrison at Port Arthur scarcely more than a hundred miles off, was naturally first on the scene. But, although summoned in a hurry, it is satisfactory to find that Great Britain was not far behind, and was able by the 10th June to have a body of marines and blue-jackets ready to take the field, and essay a rush for Peking with the assistance of troops of other nationalities. That expedition was unsuccessful, but was not altogether in vain, as its prestige has certainly prevented any more serious attempts being made to take Tientsin by assault. Meanwhile, largely owing to the determined front shown by the Japanese, who quickly recognised the importance of the issue, the almost impregnable forts at Taku were escalated; and an opportunity opened for the protection of Tientsin. By the 9th of July the European Powers, by a concentration of the forces held by each in Chinese waters, were able to muster on the Peiho a small army of some ten to twelve thousand men, of whom some two thousand eight hundred were British—a force, unfortunately quite inadequate to the task before it. Japan, who individually had succeeded in sending the largest number of troops, and who had taken a conspicuous part in the capture of the Taku Forts, found herself hampered by the jealousies of the Continental Powers, and though reliefs had been ordered, the British troops in garrison were but few, while an unreasonable delay had occurred in sending out the reliefs to the fleet. Under the circumstances it spoke well for the officers in charge of the Navy and Army on the station that they were able to place in the field so large and so well-found a force as they did. For once, however, the British Government woke up to the danger of the situation; on the 18th June we find that the details of an expedition from India were already determined on, and the staff and regiments to be sent already selected. No fuss seems to have been made about the preparations, and the first known in China of the actual embarkation was a few days before the 9th July, when the *Nerhilda*, carrying the first troops of the contingent, entered Hongkong Harbour, to be succeeded on the 11th by the *Pelhamita*, and then in rapid succession have followed a string of twenty-one transports, down to the arrival of the *Canning* and *Natoma* yesterday. This may be looked upon as hitherto unequalled performance, though of course with the facilities afforded and the state of preparation in which we were always given to understand the Indian Army was kept, it is not to be looked upon as phenomenal. Still for us in China the result is eminently satisfactory, as any break-down at the present critical position of affairs would be certainly looked upon as a sign of weakness, and would lead to the still wavering ones, who are waiting till the signs of the times declare themselves before they decide what side they shall take themselves in the coming struggle, going with the enemy. The British Government has, however, done even better, and for this we ought to be thankful. As we hinted, there were signs of jealousy being exhibited in view of the proposals of the Japanese Government to sent further troops, and these proceeded so far that there arose actual danger of the Japanese withdrawing; it is to the credit of the British Foreign Office that this new danger was averted. It was besides known that the Japanese Government at the beginning of the year found its finances in an excessively strained position, and could but ill afford the means for an extensive expedition; here again it is right to recollect that Lord SALISBURY found himself able without hurting the pride of the sensitive Japanese to make proposals, which although not immediately accepted will in all probability result in some measures being taken to reimburse Japan for her extra share in suppressing the threatened trouble. In the meantime England has accepted the financial responsibility. On the whole, we may fairly plume ourselves on having learned a lesson, and though in common with all our neigh-

bours, we have been taken unawares, our resources have even in an exceedingly difficult time, while we are engaged in the carrying on of a serious war to South Africa, proved fairly equal to the strain.

In a letter to the *Times*, which we reproduce in another column, Mr. GEORGE JAMESON, late British Consul-General at Shanghai, writes announcing that a "China League," having in view the object of keeping before the country the vast importance of British interests in the Far East, was so near being realised that a preliminary meeting of the promoters would be held in the course of a few days. As his letter was written on June 26th, that preliminary meeting must now have been held. When so able a man as Mr. GEORGE JAMESON has proved himself to be taken up in a scheme, it may be concluded that he is well convinced that there is work which requires doing. Now the two great tasks which the League will set itself, as may be seen from the memorandum attached to Mr. JAMESON's letter, are the building up in England of a sound body of public opinion on the Far Eastern question, and the support of Her Majesty's Government in the maintenance of a strong line of policy. Both objects are indeed excellent and no one can doubt that the work indicated above is of the highest importance. But the question naturally occurs, What has become of the China Association? With its excellent organisation and its good work in the past, it is surprising that we should not have heard more of it of late.

On visiting the *Hornam* just before she started for Canton yesterday morning, Sergeant Garde examined the boxes of Lau Kwai Tong, described as a soldier, and Lau Chang Chui, and in the one he found two letters and in the other three. He took the men to the Central Police Station for infringing the exclusive privilege of the Postmaster General by conveying letters from Hongkong to Canton instead of handing them to the Postmaster General for transmission. They were each fined \$100, or two months.

An ex-postman named Chui On was released from Victoria Gaol yesterday after finishing a term of imprisonment for stealing letters, and immediately he regained his freedom he was pounced upon by Sergeant Terret, and charged with stealing a steel watch, valued at \$8, the property of Messrs. Ullman and Co. Sergeant Terret told Mr. Hazelton that on the second of May last he assisted in the execution of a search-warrant for searching at No. 7, Stanley Street, ground floor, where the defendant lived. The watch produced was found in a box belonging to the defendant. The man was taken back to gaol, being sentenced to six months' hard labour.

Mr. J. R. Crook, Executive Engineer of the Public Works Department, was made the recipient of a silver coffee pot, &c., on the occasion of his departure for Gibraltar, from the Overseas and Meter Readers of the Water Works Staff. The presentation was made at 4 p.m. on the 31st ult., the following being present:—Overseers J. Ross, G. W. Lynch, A. W. J. Simmons, and Meter Readers R. C. C. Wetherell and Claude Ley Kun. Mr. Ross acted as spokesman and in a few well-chosen words handed over the present to Mr. Crook, who responded suitably, and expressed a hope that he had not done any thing to occasion any ill-will during his term of office. Three cheers were then given for Mr. and Mrs. Crook.

As Sergeant Macdonald was walking along the road near the Sai Kok Tsui at about five o'clock yesterday he met a Chinaman with an umbrella up. As it was not raining at the time and it was too early for the sun's rays to render such a precaution necessary he drew near and noticed that the man was carrying a parcel which he was evidently desirous of concealing. On being asked what he had got, the man said he had bought a clock from a man in the street and was taking it to the Cosmopolitan Docks. This was too thin a story for the Sergeant, who took the man to the Yau Ma Tei Police Station and subsequently brought him up before Mr. Hazelton, who fined him \$10 or two months, for being in unlawful possession.

A nasty trick was played upon Li Ming Kai, a cook employed in Mosque Terrace, on Tuesday. An acquaintance of his called Ng Ho Tsui called upon him on Tuesday as he was out of employment, and was courteously invited to sit down. The cook left him for a moment or so, and on his return he found his friend missing and a pair of troopers as well. He went into the street, and saw him being a deer-chase with the troopers under his arm. The cook put on a sprint, caught the runaway, and yesterday gave evidence against him at the Magistracy. Mr. Hazelton thought the cook had been served a dirty trick and accordingly sentenced the delinquent, to a month's imprisonment, the last fortnight to be passed in solitary confinement.

For the last few days a Chinaman has been endeavouring to excite the pity and open the purse-strings of passers-by by exposing a bound-up stump and an amputated arm. It seems that some years ago he was employed at the stone quarries at Shaukiwan, and during some blasting operations he lost one of his arms blown off at the elbow. He had the arm preserved and has since eked out a living by exhibiting it to a sympathetic public. Yesterday when near the Central Police Station he approached Inspector Baker, who forthwith ran him in and charged him with being rogue and vagabond. His Worship ordered him to be sent to Canton, telling him that if he was brought before him again he would give him a term of imprisonment with hard labour.

The German mail of the 28th June was delivered in London on the 31st ult.

A tri-monthly steamship service has been established between Port Arthur and Chemulpo.

In the 24 hours preceding noon yesterday there were reported two fresh cases of plague and two deaths.

The French gun-vessel *Viper* left yesterday for Taku, the Italian cruiser *Ficaramosa*, and the Austrian cruiser *Maria Theresa* for Shanghai.

The U.S. army transports *Westminster* and *Wykefield*, with troops and ammunition on board, were expected at Nagasaki on the 27th ult. from Manila on their way to Taku. The vessels will be coaled during their stay there.

Le Courier *Saigonais* says that France should profit by the example of England, and not embark on excessive colonial enterprise. As her share of China she should rest content with Yunnan and Hainan, the natural dependencies of her Indo-Chinese possessions!

General Dodds, the new French Commander-in-chief in Indo-China, was nominated to this post as early as January, 1898—his service in Dahomey having won him a reputation—and arrived soon after in Tonkin. To the general surprise, on the 23rd July he was superseded by General Bichot. There was a great outcry about the affair, Gen. Bichot being a personal friend of M. Rousseau, Governor of Tonkin. However, General Dodds has at last attained the post which was not unnaturally the cause of so much bitterness to him before.

We publish to-day an interesting interview which Mr. Francis McCullagh, a Tokyo journalist, has had with Count Okuma. The Count will be remembered, was one of those who took part in the Japanese revolution of 1868, and through it rose to office. In 1873 he was appointed Minister of Finance, and held that post till 1881, when through a disagreement with the Premier, Marquis Ito, he resigned. In 1888 he became Minister for Foreign Affairs for a short time, but his efforts to push forward the revision of the treaties with foreign nations made him unpopular, and he had to resign. After his first resignation in 1881 he organised the Progressive party known as the Kaisinhito, and their power has steadily grown till, in 1896, it carried him into office as Foreign Minister. The Count has always advocated party government for Japan, and in 1898, after the fall of the Marquis Ito's Ministry, he organised the first Government ever appointed in Japan on a party basis, though he did not long remain in office.

The O. & O. *Doric*, on her voyage from San Francisco to Yokohama is reported to have had quite an adventure between Honolulu and Japan. On the night of the 14th inst., about 9 p.m., says the *Japan Herald*, a light was seen from the *Doric* by both the steamer's crew and passengers, and then an indistinct sound of some sort was heard, apparently a steamer's whistle. The *Doric* was however, but as the light had disappeared, she proceeded on her way again. Shortly afterwards, however, a piece of broken wreckage was sighted, painted white and black, and the Captain ordered the steamer to be stopped again. A boat was then lowered away, and an attempt made to procure the floating board, but owing to it being a dark night, foggy and dirty weather, the boat returned to the steamer failing to get the piece of board they were after. The *Doric* then returned in the direction where she had first heard the sound and saw the light, and hove-to, remaining there until daylight, turning blue lights throughout the night, so as to enable any boats or other distressed vessels to see the *Doric*, but nothing turned up. The steamer then made a large circle at daylight, to try to ascertain if anything further could be seen, but failing in this, she proceeded on her voyage.

THE SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 2nd August, at 4.15 p.m.

ORDERS OF THE DAY.

1.—The Sanitary Surveyor's Report for the Second Quarter of 1900.

2.—Further reply from Government relative to the proposed Sewage Fund for the Peak.

3.—Reply relative to the use of sea water for watering the streets, &c.

4.—Further reply regarding the reservation of a European District at Kowloon.

G. A. WOODCOCK, Acting Secretary.

AGENDA.

1.—Replies from H. M. Consul, Saigon, and the Legation, Bangkok, relative to Cheilea.

2.—Telegram from the Secretary to the Government of India relative to Bubonic Plague at Aden.

3.—Statement showing Plague cases and deaths in the Presidency of Bombay for the week ended June 22nd, 1900.

4.—Statement showing Plague cases and deaths in Bombay City from 5th June to 18th June, 1900.

5.—Fortnightly lime-washing return.

6.—Mortality Returns from Macao for the weeks ended 12th and 18th July, 1900.

7.—Mortality Statistics for the Colony for the weeks ended 14th and 21st July, 1900.

8.—Two applications for licences to keep swine.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's steamer *Adriatic* left Shanghai for this port on Tuesday, 31st ult.

The Siam Liner *Abengoa* left Shanghai on the 31st ult. via Foochow and Amoy, and is expected there on the 7th inst.

The H. A. L. steamer *Silesia* left Moji on the 1st instant via Shanghai and Foochow and is expected here on the 9th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

FROM OUR CORRESPONDENT.

* SHANGHAI, 31st July, 9.36 p.m.

JAPANESE TROOPS REPORTED DUE AT PEKING LAST TUESDAY.

The Japanese Minister at Peking writes on the 19th July that he expects the Fifth Division of the Japanese Army to arrive to-day (Tuesday) at Peking. He hopes that the Legations can hold out.

CHINESE PREPARE TO SAVE IMPERIAL TREASURES.

The *Echo de Chine* for to-day (Tuesday) says that the Peking-Pao-tung-tu Railway is sufficiently repaired to allow the progress of wagons pushed by hand to convey treasures through the Imperial Palace westward.

LI PING-HENG'S MURDEROUS PROGRESS.

The course of Li Ping-heng to the north is marked by the bodies of murdered Christians and by burnt missions.

LI HUNG-CHANG REPORTS TO THE THRONES.

Li Hung-chang has reported to the Throne that he can do nothing unless the Boxers are checked, the Ministers released, the Christians protected, and Li Ping-heng crushed.

* SHANGHAI, 31st July, 9.55 p.m.

ALLEGED I.M.C. MESSAGE.

A message from Sir Robert Hart and Mr. R. E. Bredon, dated Peking, 21st July, states that the I.M.C. staff and their families are still safe. A similar confirming message has been received.

* Delayed in transmission.

SHANG

INTERVIEW WITH COUNT OKUMA ON THE CHINESE QUESTION.

[SPECIAL ARTICLE.]

I have just had the following interview with Count Okuma, ex-Foreign Minister, and one of the most illustrious of the elder statesmen in Japan, with regard to the Chinese embroilery.

Speaking on the causes that led to the Boxer disturbances, the Count said—

"There are direct causes and indirect causes. The indirect causes are those that always operate when the Western Powers come into contact with old nations possessing a different civilisation, and they have operated for a long time past in the neighbouring Empire, which, considering itself immeasurably superior to all Western nations, hates them nevertheless for their superiority in material strength. This indirect cause has been responsible for the massacres, that have taken place more than once in China, of foreign teachers of missionaries, and it was once at work here in Japan."

The direct causes of the present trouble are, among others, the usurpation of the Empress-Dowager and the popular antipathy to the Catholic missionaries. When the Empress-Dowager usurped the powers of Government and summoned to the front conservative statesmen who were in full and perfect sympathy with the popular anti-foreign spirit of which I have just spoken, it might easily have been known what was going to happen.

As for the Catholic priests, when they first came to China they found themselves unable for obvious reasons to keep up anything like a close connection with home, and being thus compelled to live among the Chinese as Chinamen almost, they were very favourably received by the people and there were then none of those anti-missionary disturbances of which we have heard so much for this last fifty years or so. What was the cause of the change? It was this. The Catholic priests, taking advantage of the power and influence of their respective countries, attempted to arrogate to themselves political power which did not of course belong to them; and hence the feelings of the *literati* and of the people towards them underwent a sudden change. The treaties of Tientsin, forty years ago, showed that Napoleon the Third was anxious to use the power of his State for the good of the French missionaries and this tendency to connect religion with national authority manifested as it was on other occasions, very much increased the hatred of the Chinese towards the missionaries."

I here asked the Count if he thought that the action of Russia and Germany in leading the way in Chinese "grabs" had contributed to any very considerable extent to the creation of the present difficulties.

He answered as follows:

"The effect of the action of Russia, Germany and other countries is not, I think, as great as might at first sight appear to be the case, for the Chinaman has, as you know, no patriotism, or his patriotism is at all events confined to the limited district in which his particular dialect of Chinese is spoken—there being in the middle Kingdom, I need not remind you, a great number of dialects not in some cases intelligible to one another. I am therefore of opinion that, however much effect the seizures to which you refer may have had on the educated Chinese, the uneducated majority were not in all probability aware that the seizures had taken place at all, and were doubtless ignorant of the fact that the Liactung Peninsula was within the boundaries of their country at all. Under such circumstances it is not impossible that the seizures may have had some effect in kindling the hatred of the *literati*, but I think that the amount of its influence on the people was very small."

The causes I have already mentioned are the really important causes that have been at work for a long time—they are the feeling of hatred entertained by the Chinese in general towards the civilized Powers and their profound dislike for the missionaries. In this latter connection I may add that the efforts of the converted Chinese to escape from the control of their own Government contributed not a little to the dislike with which the missionaries were regarded."

Hers I asked the Count what indemnity would Japan probably ask from China after quiet had been restored, and how that indemnity would be collected.

"Of course," he answered, "an indemnity will be asked, but the question is, How will it be paid? At present the Central Government is very weak and incapable, I think, of levying taxes throughout the whole country. In any other nation an appeal might be made in similar circumstances to the national sentiment of the people, but among the Chinese the sentiment of nationality is very weak at present. The Chinese merchants do not, you will notice, consider themselves safe under the protection of their own Government, and great numbers of them are at present doing business under the protection of foreign Powers, and running their steamers under foreign flags. Under these circumstances I am very doubtful whether the Chinese Government will be able to raise enough money to meet the demands of the foreign Powers—demands which will, I think, be large. Much damage has been done to the property of their nationals by the Boxers, and the expenses for sending considerable bodies of troops to China and maintaining large fleets in Chinese waters will serve to swell the bill. It will be useless, therefore, to demand an indemnity, cash down, from China at the end of the present trouble, for at that time she will be unable to pay even the interest on the national loan of five or six hundred millions."

"Several important questions will confront the allied Powers when they reach Peking and bring about the restoration of peace, for it is not yet known if the Chinese Emperor is alive or not. It was reported, you may remember, that the usurper who has taken possession of the Emperor's throne has also taken his life;

and, if that is true, it is not likely that the Powers will recognize this usurper, for it was owing to him that the present difficulties have arisen. It is probable, in that case, that the powers will elect a suitable person from among the members of the Imperial family and place him on the throne. With him at the head of affairs, the necessary security for the lives of missionaries and the property of foreign merchants must be obtained; and for that purpose the hands of the Central Government must be strengthened. No better means of doing this can be found than the creation of a regular and well disciplined army, directly under the control of the Emperor. That will require the taking of another step, however—the readjustment of the finances. The finances of China are, I need not tell you, in a very bad state at present, the different Governors having complete control of the finances in the districts under their control. The system must be improved; and the power of controlling the finances all over the Empire must rest with the central Government alone. At the same time, a well-organized police, established at the different open ports, must see to the safety of foreign merchandise. These things cannot, however, be accomplished by the Chinese themselves: they must be assisted by the allies, including of course the Japanese. The amount of the national debt is, as I have already pointed out, five or six hundred millions, and the amount of the indemnity that might be demanded by the allies might, though it cannot of course be fixed as yet, amount to, say, four or five hundred millions besides. In that case the interest on the whole national debt will be four or five hundred millions, and, as it will be utterly impossible for the Chinese to pay such a sum at once, the allies must, when they reach Peking, cause them to adopt various measures for the improvement of the national finances. There is one step which the allies might take with regard to this payment of indemnity, supposing they take the taxes for security, and that is the abolition of *leksin* in the interior. This measure would certainly bear good fruit. The tax in question is levied, as you must be aware, on merchandise in the interior, and as it goes altogether into the corrupted official's pockets, it does not tend to swell the national revenue. This tax once abolished, Chinese commerce will develop with great rapidity. It is at present worth only 600 millions against Japan's 415 millions, but in a few years Japan will have surpassed China in this particular. That will not be a difficult task indeed considering how very slowly the resources of China are being developed in spite of the extent of these resources and the vastness of the country. Taxes like the *leksin* are a great hindrance to the commercial development of the country and should be taken off at all costs; and I think that we should also allow China to raise a little the tariff on imports, say to 10 per cent. If the *leksin* is abolished, business will revive in a surprising manner; and the Chinese Government will not only be able to pay the indemnity but have enough left over to organize a new army, and a new police force, and to carry out all the other necessary improvements. Of course this raising of the tariff seems at first sight a very unprofitable measure for the Powers to take; but we remember that as soon as the bad taxes are abolished commerce will double and treble, and the final result will be to the benefit of the foreign Powers as well as of the Chinese Government. These measures taken, it is possible that the Chinese, by utilising their vast resources, may be able to pay the indemnity and in a comparatively short space of time accomplish many great improvements and reforms."

"This is my idea of what will happen when these disturbances are settled, but there will be some difficulty in executing this plan."

"There is now a united force marching on Peking, a force consisting of units that never met before since the world began. When that force enters Peking and plans of reform are to be put into execution, the Chinese will need a great many foreigners, and in hiring them from the different Powers they may cause much jealousy and ill-will, for from some Powers they must not borrow more employees than from others."

I pointed out that the same difficulty had arisen in Siam, which had finally to repair for many of its employees to small countries like Belgium and Denmark.

"Another difficulty," continued the Count, "is that while the plan I have just outlined or something similar may be welcome to Powers which have only their commercial interests in view, it may not receive the sanction of ambitious Powers which are only bent on territorial aggrandisement. If there be such an ambitious Power and it objects to this plan which is nothing but a scheme for the development of the commercial interests and the national resources of China, its failure to agree with the other nations would probably involve the world in endless wars. But allowing that this difficulty, which would mean of course the division of China's territories among the Powers, were finally overcome, there would remain a greater difficulty. How are the European Powers to keep their newly acquired territory under their rule and how are they to establish order and peace within their respective spheres? You must remember that the Chinese people have a history stretching back for 4,000 years, that they are some 400 million in number, that they are a great force in the world, and that the foreign Powers can not subjugate them and hold them in subjection as easily as they think. There will be continual uprisings of the people against their foreign masters; and in order to repress these uprisings armies must be kept on the spot all the time and fresh armies sent constantly."

Mr. POLLOCK.—My Lord, I have to thank your lordships very much for the kind words you have used concerning me."

The CHIEF JUSTICE, to the Acting Registrar, (Mr. J. W. Jones)—Mr. Registrar, let the letters patent be duly recorded.

the goose with the golden eggs, and lost all the advantages they would otherwise have obtained in that country, and the cutting-up policy is therefore by no means advisable. One of the most necessary conditions to our deriving great benefit from China is the maintenance of the Chinese Empire much as it is at present. After we had secured the common interests of the missionaries and the property of foreign merchants must be obtained; and for that purpose the hands of the Central Government must be strengthened. No better means of doing this can be found than the creation of a regular and well disciplined army, directly under the control of the Emperor. That will require the taking of another step, however—the readjustment of the finances. The finances of China are, I need not tell you, in a very bad state at present, the different Governors having complete control of the finances in the districts under their control. The system must be improved; and the power of controlling the finances all over the Empire must rest with the central Government alone. At the same time, a well-organized police, established at the different open ports, must see to the safety of foreign merchandise. These things cannot, however, be accomplished by the Chinese themselves: they must be assisted by the allies, including of course the Japanese. The amount of the national debt is, as I have already pointed out, five or six hundred millions, and the amount of the indemnity that might be demanded by the allies might, though it cannot of course be fixed as yet, amount to, say, four or five hundred millions besides. In that case the interest on the whole national debt will be four or five hundred millions, and, as it will be utterly impossible for the Chinese to pay such a sum at once, the allies must, when they reach Peking, cause them to adopt various measures for the improvement of the national finances. There is one step which the allies might take with regard to this payment of indemnity, supposing they take the taxes for security, and that is the abolition of *leksin* in the interior. This measure would certainly bear good fruit. The tax in question is levied, as you must be aware, on merchandise in the interior, and as it goes altogether into the corrupted official's pockets, it does not tend to swell the national revenue. This tax once abolished, Chinese commerce will develop with great rapidity. It is at present worth only 600 millions against Japan's 415 millions, but in a few years Japan will have surpassed China in this particular. That will not be a difficult task indeed considering how very slowly the resources of China are being developed in spite of the extent of these resources and the vastness of the country. Taxes like the *leksin* are a great hindrance to the commercial development of the country and should be taken off at all costs; and I think that we should also allow China to raise a little the tariff on imports, say to 10 per cent. If the *leksin* is abolished, business will revive in a surprising manner; and the Chinese Government will not only be able to pay the indemnity but have enough left over to organize a new army, and a new police force, and to carry out all the other necessary improvements. Of course this raising of the tariff seems at first sight a very unprofitable measure for the Powers to take; but we remember that as soon as the bad taxes are abolished commerce will double and treble, and the final result will be to the benefit of the foreign Powers as well as of the Chinese Government. These measures taken, it is possible that the Chinese, by utilising their vast resources, may be able to pay the indemnity and in a comparatively short space of time accomplish many great improvements and reforms."

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NEW ADVERTISEMENTS

THE TEBAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTH GENERAL MEETING of SHARE-HOLDERS in the above Company will be held in the Company's Offices, 38 and 40, QUEEN'S ROAD CENTRAL, on THURSDAY, the 9th inst., at NOON, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts, for the period ending 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th inst. inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 2nd August, 1900. [2127]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have This Day declared an INTERIM DIVIDEND of 24 per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividends Warrants payable on SATURDAY, the 18th August, will be issued to Shareholders.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 18th inst., both days inclusive.

JARDINE, MATHESON & CO.,

General Agents.

Hongkong, 2nd August, 1900. [2123]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 4th August, 1900, at 2.30 P.M., at his Sales Rooms,

SUNDAY HOUSEHOLD FURNITURE,

&c.

VELVET COVERED and CRETONE

COVERED SUITES.

CHIMNEY GLASS and ORNAMENTS.

EXTENSION DINING TABLES, SIDE-

BOARD, WHATNOT, GLASS BOOK-

CASES, DESK and WRITING TABLE.

CROCKERY, GLASS and PLATED

WARE.

Double and Single IRON BEDSTEADS.

Double and Single WARDROBES with BEVELLED GLASS DOORS, DRESSING

TABLES and WASHSTANDS.

One ORGAN, One IRON SAFE and STAND, Two JINRI KSHAS, and One

BICYCLE.

&c.

TERMS OF SALE.—At Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 2nd August, 1900. [2130]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on

WEDNESDAY,

the 8th August, 1900, at 3 P.M., at their Sales Rooms, Ice House Street,

THE FOLLOWING:

VALUABLE HOUSEHOLD PROPERTY.

One 5-ROOMED BUNGALOW and 4 SEMI-DETACHED HOUSES, situate on the Remaining Portion of Island Lot No. 706 and known as "ELLIOT CRESCENT," Robinson Road.

The Property is held from the Crown for the residue of the term of 999 years.

Proportion of Crown Rent \$74.60 per annum.

Terms of Sale and full particulars can be had on application to the undersigned.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd August, 1900. [2129]

INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business on MONDAY, the 6th inst.

JARDINE, MATHESON & CO.,

General Agents.

CANTON INSURANCE OFFICE, LIMITED.

General Managers.

HONGKONG FIRE INSURANCE CO., LTD.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS,

Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.

W. H. PERCIVAL,

Agent.

For the CHINA TRADERS' INSURANCE COMPANY, LIMITED.

H. P. WADMAN,

Acting Secretary.

For the YANGTZE INSURANCE ASSOCIATION, LIMITED.

SHEWAN, TOMES & CO.,

Agents.

For the CHINA FIRE INSURANCE CO., LTD.

GEO. L. TOMLIN,

Secretary.

Hongkong, 2nd August, 1900. [2126]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undersigned Banks will be CLOSED for the Transaction of Public Business on MONDAY, the 6th inst.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. E. SANSON,

Acting Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

H. M. BEVIS,

Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,

Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN,

Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency.

L. BEEINDOAGUE,

Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG.

J. C. BERGENDAHL,

Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, T. AZAWA,

Manager.

For the IMPERIAL BANK OF CHINA, E. W. BUTTER,

Acting Manager.

For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLAENDER,

Acting Manager.

Hongkong, 1st August, 1900. [2117]

INTIMATIONS.

THE SHARE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.

PROSPECTUS

OF THE CHINA MATTING MANUFACTURING COMPANY, LIMITED.

CAPITAL ... \$1,000,000
(Hongkong Currency).

Divided into 50,000 Shares of \$20 each, of which \$5 is payable on application and \$5 on allotment. The balance will be called up as required, probably \$5 in about 6 months and the balance about a year hence.

Notice is hereby given that at the MEETING

of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on TUESDAY, the 26th June, 1900, the following Resolution was passed:

That the final CALL OF ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 6th day of August, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 6th day of August, 1900, at the rate of 5% per annum upon all Calls remaining unpaid after the said 6th day of August, 1900, up to the actual date of payment of the same.

The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows:

From 179,472 rolls shipped in 1889/1890

To 370,107 rolls shipped in 1898/1899

but, as usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, to contrac. time, has become increasingly difficult.

Many attempts have been made to devise a loom which could be worked by steam to take the place of the crude hand-looms, used by the Chinese and Japanese, but success has only been attained by a loom which became the property of the Kobe Manufacturing Co. and which has since been brought to a high state of perfection by further inventions and improvements.

The promoters of this Company, having experimented with a small trial plant of 50 of these power-looms and introduced various further improvements suggested by the knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by such machinery must supersede that made by hand-looms and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.

While experimenting with the 50 looms, some 10,000 rolls were made and shipped, and the reports on the later and better made shipments were all of a highly favorable and encouraging nature, the evenness of the fabric and the great improvement on the old hand-loom matting, especially as regards the selvage or edge, being particularly praised and commented on. One great difficulty was to get the machines to turn over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts, turn out a perfect fabric.

As each power-loom can produce about 30 yards a day as against 6 yards produced by hand-loom, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers at home, who at present have to put up with much delay and loss of time in getting their goods.

The advantage is still more obvious to-day in view of the political unrest all over China and the great probability of the present trouble in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class when not engaged in their ordinary farm work.

It is proposed to erect a Factory capable of running 450 looms, producing about 100,000 rolls per annum, on which it is estimated at the price recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least \$14 per roll, or say \$150,000. In course of time further experience and economies will undoubtedly improve upon these figures.

The promoters of this Company have, as stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for \$350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.

The Capital of the Company, as far as can be roughly estimated, will be laid out in the following manner:

Land, Buildings and Machinery ... \$470,000

Working Capital ... 180,000

Kobe Manufacturing Company and Promoters for Rights, Goodwill and Surety ... 350,000 (Taken in Shares)

\$1,000,000

Prospectus and forms of application for shares may be obtained from the Company's Bankers or at the office of the General Manager.

Hongkong, 31st July, 1900. [2114]

PUBLIC COMPANIES

THE PUNJOM MINING COMPANY, LIMITED.

IN consequence of the necessity for heavy repairs to the Mill, and the temporary absence of Water power caused by the carrying away of the embankment of the Reservoir, very little crushing of ore has been done this year, and as the workings of gold have not been sufficient to pay current expenses, salaries, cost of repairs, cost of new Reservoir, and prospecting, the Directors find it necessary to make the final call of One Dollar per share; and accordingly—

Notice is hereby given that at the MEETING

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SHARE upon all the Holders of Ordinary

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And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 6th day of August, 1900, at the rate of 5% per annum upon all Calls remaining unpaid after the said 6th day of August, 1900, up to the actual date of payment of the same.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

Claims settled direct without reference to the Head Office.

A. R. MARTY,

Agent.

Hongkong, 1st August, 1900. [2118]

BANKS.

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL ... Yen 5,000,000
PAID-UP CAPITAL ... 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President.

Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES.

Tokyo Osaka Yokohama Kobe

Nagasaki Kyoto Nagoya Taiwan

Moto Hiroshima Hakodate Otaru

Hongkong Shanghai Amoy

Chenkuo Fusan

Tientsin Hankow

Chao

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Ag't.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMMERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road Central.
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters. Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LTD. APOTHECARY'S HALL,
66, Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIOS DEALERS

KUHN & KOMOE,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Tiffins, Dinners, Wines, etc.,
with Meals; 34, Queen's Road.

DRAPERS

IBRAHIM ELIAS & CO.,
Milliners, Silk Merchants, Haberdashers,
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco,
Eastern Branch, Pedder Street,
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite, Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
Sub-agents Lipton, LTD,
8 and 10 D'Aguilar Street.
Provisions and General Merchants.

H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguilar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths. Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rio.

SUN SHING, Established 1840.
Silks, Gauzes, Crepe-Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths
Engavers; 90, Queen's Road Central.

WAH LOONG,
Gold and Silversmiths. Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Feathers;
88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 62A, Queen's
Road Central. Lighting of every descrip-
tion for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

HONGKONG BUSINESS DIRECTORY.

PHOTOGRAPHERS

E HING,
Enlarging, Developing, Printing. Moderate
Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Engravings, Groups, Views, etc.; Develop-
ment Works, Amateurs' Requirements.

M. MUMEYA, JAPANESE ARTIST,
Bronze and Crayon Engravings. Work
done for Amateurs; 8a, Queen's Road, CL.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road CL, also Wan Chai.
Amateur's Requirements a Specialty.

PAINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE, Late HING CHEUNG SHING.
Rattan Chairs, Matting, Bamboo Blinds,
etc.; 73, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds. Mat-
tings all Colours; 18, Praya Central.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealers in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguilar Street.

THE GLOBE (TEJUMULL PORUSING),
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wine and
Manila Cigars; 12, D'Aguilar Street.

SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc., Wholesale and Retail; 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls, and Ceylon
Lace; 46, Queen's Road, CL.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchen Lace
in Silk, Linen and Cotton. Grasscloth and
Silk Embroideries. Hand-made Silk
and Linen LACE Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants;
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants; 68, Praya Central.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers; 17, Praya Central.

TAILORS

AH. MEN, HING-CHEONG & CO.,
Tailors, Drapars and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A.MAN, opposite City Hall,

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kahn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Fosters,
Drapers, 83, Queen's Road, Central.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hoisters and Drapers. Chinese Silk
of all kinds, 50, & 52, Queen's Rd, Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KEUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents, Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leevane Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila. "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Antequera, Manila.

AMERICAN SYSTEM OF DENTISTRY

AT
NO. 39, QUEEN'S ROAD CENTRAL
CHADWICK KEW
(LATE OF FOATE & NOBLE).
Hongkong, 16th September, 1899. [1756]

SIENTING

SURGEON DENTIST
No. 10, D'AGUILAR STREET.

TERMS VERY-MODERATE
Commission Free.
Hongkong, 23rd September, 1891. [1808]

PORTLAND CEMENT

J. E. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [1765]

SCIENTIFIC MISCELLANY.

A LONG-LOST BIRD—A MODERN FURNACE—FOR
MAN TO LIFT HIMSELF IN AIR—THE LONGEST
SOLAR ECLIPSE—WAVE-SUBDING WITHOUT
OIL—A FUTURE MINE OF WEALTH—SILICON
SEEN IN STARS—YELLOW VISION FROM PO-
SONING—THE PROBLEM OF FLIGHT—GOLD
FROM SEA-WATER—A NEW CLOCK REGULA-
TOR.

An ornithological specimen of extraordinary interest has turned up in a Florence museum. A French expedition in 1803 visited the vicinity of South Australia, and explored Kangaroo Island, finding thereon no human inhabitants, but an abundance of kangaroos and emus. Three of the emus were taken alive to Paris. Two of these lived until 1822, after which they were mounted for the Paris Museum, but no record of third specimen is now known. The first settlers on Kangaroo Island quickly exterminated the small emus, when it was discovered that the species—*Dromiastris australis*—was quite distinct from any other. This left the species represented by only two known specimens, until it was later proven that a puzzling skeleton in Florence is really the missing third specimen.

Coloured vision as an effect of snake-bite is reported by Richard Hilbert. A young girl was bitten on the toe by a snake, the bite causing stiffness and pain which lasted seven weeks and a half. A bluish discoloration over the abdomen continued fourteen days. The most curious symptom appeared on the second day, when all bright-coloured objects were found to be yellow.

A new British crucible-furnace for making calcium carbide and the like, and for melting bars of steel or other metals, is expected to prove of great utility. It is heated by oil-gas, which is fired in the first of a series of chambers, the heat circulating through the other chambers while the air enters as a natural blast from the side. Everything is automatic, and the heat is sufficient to melt any metal except platinum.

Human evolution is not likely to make flight practicable by means of the vertical screw. Lord Rayleigh calculates that to support his own weight a man, working at the average power to be maintained for eight hours a day, would require a screw about 300 feet in diameter, and it should be necessary that this screw itself should have no weight and should be workable without loss from friction.

A late report of the work now obtained from the waste gases of blast furnaces in the following: In Germany 41 engines are run, yielding a total of 22,000 horse power; in Luxembourg, 12 engines, of 9,760 h.p.; Belgium, 8 of 3,700 h.p.; France, 8 of 3,250 h.p.; Great Britain, 6 of 2,000 h.p. This is a general total of 75 engines and 40,720 h.p.

The greatest possible duration of a total eclipse of the sun has been accurately computed by the President of the Leeds Astronomical Society, whose determination will succeed a more imperfect one made 123 years ago. Five conditions are necessary to give the longest totality. The new moon, at or very near the point where the orbit crosses that of the earth, must also be at its nearest approach to the earth; the sun must be at its greatest distance away; totality should occur at noon, with the shadow moving along a parallel of latitude. In order that the diurnal motion of the observer may have its full effect in defining him within the shadow, the sun and moon should be in the zenith, so that the shadow may be as large as possible; the observer should be on the equator, so that his motion may be as rapid as possible. The fourth and fifth conditions cannot occur simultaneously, the fifth being the more favourable. The earth's radius, or semidiameter, being taken as 3,963.296 miles, and the moon's radius as 1,080 miles, it is found that the maximum totality will be about 7 minutes 40 seconds, and the eclipse should be observed at noon near the fifth parallel of north latitude about the beginning of July. The longest eclipse of twentieth century will occur June 20th, 1915, and will have a totality of 7 minutes 25.5 seconds, the moon point being at 117 deg. east longitude and 15 deg. north latitude.

The plan of using floating nets to reduce the force of waves at sea or at the mouths of harbours is being tested by Baron Bonaventura d'Allessandro, an Italian living in Paris. Such nets form a crust over which the waves cannot climb and under which they become much flattened out. A net lately made is 360 feet long and 50 feet wide, with square meshes of 12 inches, the material being waterproofed hemp, and the weight less than half an ounce per square foot. This was anchored at the port of Havre to protect some unfinished hydraulic works from a heavy surf, but the effect could not be favourably observed.

From the experiments at Sarsari, Sardinia, it is estimated that a town of 50,000 inhabitants may be kept free from mosquitoes for \$250 a year. The swamps and other breeding spots are covered with petroleum to kill the larvae and the mosquitoes are exterminated by means of chlorine and other powerful chemicals.

The peat-bogs of Ireland and other countries are likely to have much greater value in the future than they have had in the past. The possibilities of peat have been a subject of study for twelve years by Herr Zschornar, of Vienna, and he has found that while the grasses and reeds composing it have become chemically changed, the fibres have not decayed, but that they are elastic, durable, non-conductors of heat and non-combustible. These properties

adapt the material for many uses. It has been made into a great variety of fabrics, including blankets for horses and cattle, carpets, window curtains, and paper of various kinds. The fabrics have the strength of linen, with the warmth of wool. The unspun fibre is not without uses, for it has proven a highly antiseptic substitute for absorbent cottons.

We have established a
branch of our firm at MANILA under
the style of BEHN, MEYER & CO.

NOTICES OF FIRMS.

NOTICE.

WE have to-day established a
branch of our firm at MANILA under
the style of BEHN, MEYER & CO.

NOTICE.

WE have this day established
ourselves in business, under the firm
name of SPOONER & WILSON, as
GENERAL PASSENGER BROKERS and
COMMISSION AGENTS.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	CORONADEL	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 4th inst., at Noon.
LONDON VIA SUZ CANAL	CAI JAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th inst.
LONDON VIA SUZ CANAL	RHEUS	Brit. str.	—	DAY	BUTTERFIELD & SWIRE	On 21st inst.
LONDON VIA SUZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.E.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On or about 6th Sept.
LIVERPOOL DIRECT	SABEDON	Brit. str.	—	Grior	BUTTERFIELD & SWIRE	On 10th inst.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—	O. Coppers	MELCHERS & CO.	On 9th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	ANNAN	Ger. str.	—	Poydenot	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES & LONDON	WAKARA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th inst., at Daylight.
HAVRE & HAMBURG	BANCA	Brit. str.	—	G. W. Batoh	P. & O. S. N. Co.	On or about 14th inst.
HAVRE & HAMBURG	SILEMIA	Ger. str.	—	Bolrens	CARLOWITZ & CO.	On 9th inst.
HAMBURG	MARBURG	Ger. str.	—	v. Binza	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
NEW YORK VIA SUZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On 8th inst.
NEW YORK VIA SUZ CANAL	RICHMOND CASTLE	Brit. str.	—	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	On or about 20th inst.
NEW YORK VIA SUZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th inst.
VICTORIA, B.C. & TACOMA V. AMOY, &c.	TAITAR	Brit. str.	—	J. Panton	DODWELL & CO., LIMITED	On 7th inst.
VANCOUVER, VIA SHANGHAI, &c.	EXPRESS OF CHINA	Brit. str.	—	H. Pybus, R.N.E.	CANADIAN PACIFIC R. CO.	On or about 15th inst.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Brit. str.	—	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	On 8th inst.
SAN FRANCISCO VIA MOJI, &c.	ALGOA	Amer. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 4th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	DOMIC	Brit. str.	—	Ellis	PACIFIC MAIL S. S. CO.	On 4th inst., at Noon.
SAN DIEGO, &c. VIA FOOCHOW, KOBE, &c.	NIPPON MARU	Jap. str.	—	Moore	O. & O. S. S. CO.	On 7th inst., at Noon.
AUSTRALIAN PORTS	CARLISLE CITY	Brit. str.	—	Anderson	TOYO KISEN KAISHA	On 18th inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Krebs	BUTTERFIELD & SWIRE	On 6th inst.
GERMAN COLONIAL & AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	C. H. S. Toque, R.N.E.	GIBR. LIVINGSTON & CO.	On 9th inst., at 5 P.M.
YOKOHAMA VIA NAGASAKI & KOBE	TINIAN	Brit. str.	—	Ellis	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
YOKOHAMA & KOBE	MENCHEN	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
KOBE & YOKOHAMA	ROHILLA	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 5th Sept., at Noon.
SHANGHAI	TATIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
CHAWACHI MARU	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
CHUSAN	CHUSAN	Brit. str.	—	C. T. Denby	P. & O. S. N. CO.	To-morrow, at Daylight.
SHANGHAI	HAICHING	Brit. str.	—	A. F. Street	Douglas Laprade & CO.	On or about 3rd inst.
MAIDZUURU MARU	MAIDZUURU MARU	Jap. str.	—	Hall	MITSUI BUSSAN KAISHA	On or about 10th inst.
ANPING MARU	ANPING MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	To-day, at 11 A.M.
SUNGKANG	SUNGKANG	Brit. str.	—	I. Sato	BUTTERFIELD & SWIRE	On 5th inst., at Daylight.
CHANGSHA	TSINAN	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 8th inst., at Daylight.
TSINAN	KASHING	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	To-morrow.
CHUNSAK	CHUNSAK	Brit. str.	—	Hopkins	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
BINGAPORE, SOURABAYA & SAMARANG	CHUNSAK	Brit. str.	—	Buller	JARDINE, MATHESON & CO.	On 20th inst., at Noon.
SHUNSAK	CHUNSAK	Brit. str.	—			To-day, at 4 P.M.
						On 4th inst., at 2 P.M.

SHIPPING.

ARRIVALS.
Aug. 1, ANPING, British str., 1,150, Burrow, Canton, 31st July, General.—CHINSEA.
Aug. 1, FOOKSANG, British steamer, 901, R. Y. Anderson, Moji 20th July, Coal.—JARDINE, MATHESON & CO.
Aug. 1, ROHILLA, British str., 2,216, C. H. S. Toque, R.N.E., Yokohama 25th July, General.—P. & O. S. N. CO.
Aug. 1, CANNING, British transport, 2,300, Pitford, Singapore 26th July.
Aug. 1, NATIANA No. 19, British transport, 3,412, W. B. Smith, Calcutta 20th July.
Aug. 1, HAILAN, French steamer, 337, Merces, Pakho and Hoihow 31st July, General.—A. R. MAETY.
Aug. 1, HONGKONG, French str., 862, Pannier, Haiphong and Hoihow 31st July, General.—A. R. MAETY.
Aug. 1, MAIDZUURU MARU, Jap. str., 667, Ogata, Tashiro, Amoy and Swatow 31st July, General.—M. H. KAISHA.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
1ST AUGUST.
Valkyrien, British bark, for Manila.
Opact, British str., for Shanghai.
Geo. Robie, Amer. bark, for Port Townsend.
Nurnberg, German str., for Yokohama.
Huting, French str., for Haiphong.
Else, German str., for Bangkok.
Yikang, British str., for Hongay.
Haiching, British str., for Swatow.

DEPARTURES.

JULY 31, MARATHON, H.M. cruiser, for Shanghai July 31, NOWHERE, British transport, for Weihaiwei.
July 31, WALLABO, British str., for Shanghai.
Aug. 1, VIFEE, French gunboat, for Taku.
Aug. 1, GERMANIA, German str., for Kanata.
Aug. 1, APENHALEN, Ger. str., for Haiphong.
Aug. 1, CHOYANG, British str., for Canton.
Aug. 1, VALE OF DOON, Brit. bark, for Rajang.
Aug. 1, MACREW, British str., for Swatow.
Aug. 1, DAPHNE, German str., for Nagasaki.
Aug. 1, EMERALDA, British str., for Manila.
Aug. 1, C. APAC, British str., for Calcutta.
Aug. 1, GLENFEE, British str., for Shanghai.
Aug. 1, FIENAMOSCA, Italian str., for Shanghai.
Aug. 1, MARIA THEBESEA, Austrian cruiser, for Shanghai.

VESSELS IN DOCK.

ABEELDEN DOCKS.—KOWLOON DOCKS.—U.S.S. MONTEREY, Changsha, Argus, Taicheng, Hanoi, R.C. Feiloo, Sacheen, Monmouthshire.
COSMOPOLITAN DOCK.—Doric.

SHIPPING REPORT.

The British steamer FOOKSANG, from Moji 26th July, had light S.W. and S. winds throughout with fine, clear weather and smooth sea.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hong Kong Harbour.—

GLENSEE, British bark, Burns—Sander, Vieles & Co.
J. P. HITCHCOCK, Amer. ship, Gates—Siemens & Co.
R. C. RICKMERS, German ship, Otto—Arnold, Karlberg & Co.
VALE OF DOON, British bark, Petersen—Sander, Visier & Co.
NORWOOD, British ship, Thos. Roy.—Order.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAICHING,"
Captain Hall, will be despatched for the above ports TO-DAY, the 2nd inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAK & CO.,
General Managers.
Hongkong, 1st August, 1900. [2124]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.
THE Company's Steamship

"KASHING,"
Captain Hopkins, will be despatched for the above port on WEDNESDAY, the 6th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd August, 1900. [2047]

VESSELS ADVERTISED AS LOADING.

VESSEL'S NAME	FLAG & RIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
CORONADEL	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 4th inst., at Noon.
CAI JAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th inst.
RHEUS	Brit. str.	—	DAY	BUTTERFIELD & SWIRE	On 21st inst.
PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On 4th Sept.
JAVA	Brit. str.	—	Grior	BUTTERFIELD & SWIRE	On or about 6th Sept.
SABEDON	Brit. str.	—	O. Coppers	MELCHERS & CO.	On 10th inst.
KONIG ALBERT	Ger. str.	—	Poydenot	MESSAGERIES MARITIMES	On 9th inst., at Noon.
ANNAN	Fren. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 13th inst., at 1 P.M.
WAKARA MARU	Jap. str.	—	G. W. Batoh	P. & O. S. N. Co.	On 10th inst., at Daylight.
BANCA	Brit. str.	—	Bolrens	CARLOWITZ & CO.	On or about 14th inst.
SILEMIA	Ger. str.	—	v. Binza	CARLOWITZ & CO.	On 9th inst.
MARBURG	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	Brit. str.	—	Jager	CARLOWITZ & CO.	On or about 20th Sept.
HAICHING	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 24th Sept.
INDRAVELLI	Brit. str.	—	Petersen	CARLOWITZ & CO.	On 8th inst.
RICHMOND CASTLE	Brit. str.	—	W. E. Craven	DODWELL & CO., LIMITED	On 21st inst.
TAITAR	Brit. str.	—	J. Panton	JARDINE, MATHESON & CO.	On 7th inst.
EXPRESS OF CHINA	Brit. str.	—	H. Pybus, R.N.E.	DODWELL & CO., LIMITED	On 8th inst.
MONMOUTHSHIRE	Brit. str.	—	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	On 8th inst.
ALGOA	Amer. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 8th inst.
DOMIC	Brit. str.	—	Ellis	PACIFIC MAIL S. S. CO.	On 4th inst.
NIPPON MARU	Jap. str.	—	Moore	O. & O. S. S. CO.	On 4th inst., at Noon.
CARLISLE CITY	Brit. str.	—	Anderson	TOYO KISEN KAISHA	On 18th inst., at Noon.
EASTERN	Brit. str.	—	Nelson	GIBR. LIVINGSTON & CO.	On 6th inst.
CHANGSHA	Brit. str.	—	J. S. Thompson	GIBR. LIVINGSTON & CO.	On 15th inst., at 5 P.M.
TINIAN	Brit. str.	—	C. T. Denby	Douglas Laprade & CO.	On 20th inst., at Noon.
MENCHEN	Brit. str.	—	A. F. Street	MITSUI BUSSAN KAISHA	On 5th Sept., at Noon.
ROHILLA	Brit. str.	—	Hall	MITSUI BUSSAN KAISHA	On 20th inst., at Daylight.
TATIYUAN	Brit. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 8th inst., at Daylight.
WAKARA MARU	Jap. str.	—	I. Sato	BUTTERFIELD & SWIRE	To-morrow.
HA					

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
ALGOA (via Moji, Kobe) SATURDAY, Aug. 4, Yokohama & Honolulu at NOON.

For cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohkohama, and Honolulu) SATURDAY, Aug. 26, at NOON.

CITY OF PEKING (via Shihui, Nagasaki, Kobe, Inland Sea, Yohkohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohkohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "ALGOA" will be despatched for SAN FRANCISCO, CO. VIA MOJI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, the 4th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent, Hongkong, 1st August, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOIS—POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th August, 1900, at 1 P.M., the Company's Steamship "ANNAM," Captain Poydenot, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mail, leaving that port on the 23rd August direct to Suez, Port Said and Marsellos.

Cargo and Specie will be registered for London as well as for Marselles, and accepted in transit through Marselles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 8 P.M. on the 13th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contracts and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 31st July, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

T. CALCHAS.

Captain Bartlett will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900.

[1805]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to) ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

T. EASTERN.

Captain Ellis will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

[1808]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above, Line are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s tonnage service, hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" ... About 6th Aug.

S.S. "BELGIAN KING" ... About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

[2101]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

TARTAR. Commander H. PYBUS, R.N.R.

4,425 Tons Gross Register.

Will be despatched on or about Wednesday,

15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C.,

VIA MOJI, KOBE and YOKOHAMA

(and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 21st July, 1900.

[1911]

ACCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG, DODGE (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohkohama, and Honolulu) TUESDAY, Aug. 7, land Sea, Yohkohama at NOON.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohkohama, and Honolulu) SATURDAY, Sept. 1, land Sea, Yohkohama at NOON.

GAEIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yohkohama, and Honolulu) THURSDAY, Sept. 27, land Sea, Yohkohama at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th August, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent, Hongkong, 1st August, 1900.

[1812]

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOIS—POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th August, 1900, at 1 P.M., the Company's Steamship "ANNAM," Captain Poydenot, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mail, leaving that port on the 23rd August direct to Suez, Port Said and Marsellos.

Cargo and Specie will be registered for London as well as for Marselles, and accepted in transit through Marselles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 8 P.M. on the 13th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contracts and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, 31st July, 1900.

[1805]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to) ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

T. EASTERN.

Captain Ellis will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

[1808]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above, Line are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-

CHINA STEAM NAVIGATION CO.'s tonnage

service, hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

[1808]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
(Taking Charge of LONDON rates.)

THE Company's Steamship

"SARPEDON."

Captain Grier, will be despatched as above on

FRIDAY, the 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900.

[1803]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIWAN."

Captain Nelson, will be despatched, as above on

WEDNESDAY, the 15th August, at NOON.

The attention of Passengers is

POST OFFICE NOTICES.

The Post Office will be closed on Monday, the 6th August, except from 8 to 9 a.m. Letters for Hongkong, Peak and Kowloon may be posted up to 9 a.m. The night box will be kept open. The Money Order Office will be entirely closed.

Parcel Mail for Europe, &c., per s.s. *Cormorant*, will close at 3 p.m. on Friday, the 3rd August.

The *Chusan*, with the English mail of the 6th July, left Singapore on Saturday, the 28th inst., at 1 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on 4th June.

The *Nippon Maru*, with the American mail of the 10th July, left Yokohama on Monday, the 26th inst., at daylight, and may be expected here on or about Tuesday, the 7th August.

MAILS WILL CLOSE.

FOR	PER.	DAY AND HOUR.
Swtow, Amoy and Foochow		Haiching..... Thursday, 2nd, 10.00 A.M.
Shanghai		Aiping..... Thursday, 2nd, 2.00 P.M.
Swtow		Petune..... Thursday, 2nd, 2.00 P.M.
Moji		Maccadon..... Thursday, 2nd, 4.00 P.M.
Samshui and Wuchow		Wuchow..... Thursday, 2nd, 4.00 P.M.
Kumchuk and Samshui		Saitkong..... Thursday, 2nd, 4.00 P.M.
Tamsui Amoy and Swtow		Taicheng..... Thursday, 2nd, 4.00 P.M.
Cobu and Iolo		Koshing..... Friday, 3rd, 9.00 A.M.
Bangkok		Taichin..... Friday, 3rd, 9.00 A.M.
Manila		Sunkuang..... Friday, 3rd, 3.00 P.M.
EUROPE, &c., India via Tunicorin		Saturday, 4th, 8.00 A.M.
Late Letters 11.10 to 11.30 A.M. Extra		Registration 10.00 A.M.
Postage 10 cents		(Registration with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Papers..... 10.30 A.M.
Moji, Kobe, Yokohama, Honohki and San Francisco		Letters..... 11.00 A.M.
Singapore, Sourabaya and Samarang		Algoa..... Saturday, 4th, 10.00 A.M.
Nagasaki, Kobe and Yokohama		Chuicang..... Saturday, 4th, 1.00 P.M.
Kumchuk and Samshui		Rah-lla..... Saturday, 4th, 3.00 P.M.
Swtow, Amoy and Tamsui		Muridura Maru..... Saturday, 4th, 4.00 P.M.
Moji, Kobe, Yokohama, San Diego and San Francisco		Carlisle City..... Monday, 6th, 11.00 A.M.
Samshui and Wuchow		Wuchow..... Monday, 6th, 4.00 P.M.
SHANGHAI, NAGOZAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		Tuesday, 7th, Registration 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		(Registration with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGOZAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		Wednesday, 8th, Registration 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Empress of China..... Letters..... 11.00 A.M.
EUROPE, &c., India via Tunicorin		Derie..... Wednesday, 8th, Registration 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Wuchow..... Friday, 10th, 4.00 P.M.
Samshui and Wuchow		Monday, 13th, 8.00 A.M.
EUROPE, &c., India via Tunicorin		Annam..... Friday, 13th, 4.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		Samshui..... Wednesday, 15th, 3.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 1st August.

EXCHANGE.

ON LONDON	Bank Bills, on demand	2/04
Telegraphic Transfer		2/04
Bank Bills, at 9 days' sight	2/04	2/04
Bank Bills, at 9 months' sight	2/04	2/04
Credits, at 4 months' sight	2/04	2/04
Documentary Bills, 4 months' sight	2/04	2/04

ON PARIS	Bank Bills, on demand	2/03
Credits, 4 months' sight	2/03	2/03
On Germany		2/04
On America		2/04
ON NEW YORK	Bank Bills, on demand	49
Credits, 60 days' sight	50	50
ON BOMBAY	Telegraphic Transfer	1514
Bank, on demand		1514
ON CALCUTTA	Telegraphic Transfer	1514
Bank, on demand		1514
ON SHANGHAI	Bank, at sight	714
Private, 30 days' sight		724
ON YOKOHAMA	On demand	11 p.c.p.m.
Bank Bills, on demand		49
Credits, 60 days' sight		50
ON BANGKOK	Telegraphic Transfer	1514
Bank, on demand		1514
ON SAIGON	Telegraphic Transfer	1514
Bank, on demand		1514
ON HONGKONG	Bank, at sight	714
Private, 30 days' sight		724
ON MANILA	On demand	21 p.c.p.m.
Bank Bills, on demand		21 p.c.p.m.
ON SINGAPORE	On demand	3 p.c.p.m.
Bank Bills, on demand		3 p.c.p.m.
ON BATAVIA	Bank, on demand	121
ON HAMPSHIRE	On demand	31 p.c.p.m.
ON SAIGON	On demand	3 p.c.p.m.
ON BANGKOK	On demand	60
SOVEREIGN, Bank's Buying Rate		9.53
GOLD LEAF, 160 fine, per oz.		52.50
BAR SILVER, 1oz. per oz.		18%

OPTUM.

Quotations are—Allow 20 cent. to 1 cent.

Malwa New \$870 to \$890 per picul.

Malwa Old \$890 to \$900

Malwa Older \$820 to \$930

P. P. per wrapped \$870 to —

Persian Extra Quality \$910 to —

Persian Extra Fine \$950 to —

Potna New \$5324 to — per chest.

Potna Old \$1,020

Banaras New \$924

Banaras Old \$8 —

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Clunie* left Singapore for this port on the 28th ult., at 1 p.m., with the outward English mails, and is due here to-day, about 1 p.m.

THE GERMAN MAIL.

The N. D. L. steamer *Pivis Hestor*, carrying the German Mail with dates from Berlin of the 9th July, left Colombo on Friday, the 27th ult., and may be expected here on or about Wednesday, the 8th inst.The N. D. L. steamer *Koenig Albert* left Kobe via Nagasaki and Shanghai on Sunday, the 29th inst., and may be expected here on or about Wednesday, the 8th August.

THE AMERICAN MAIL.

The T. K. K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 10th ult., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.The P. M. steamer *City of Rio de Janeiro* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th ult.

JOINT STOCK SHARES.

HONGKONG, 1st August.

Stocks.	No. of Shares.	Issue Value.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	\$10,000	\$125	\$125	30/- div. & 10/- bonus at 1/12d. = \$23.53	303 p. ct. pr. = \$6061 Buyers
Bank of China & Japan, Ltd.	109,875	28	24	None	21
Do. Detained	1,200	21	21	None	25.50
National Bank of China, Ltd.	10,970 A	240	240	2.810 to 18.00	827 buyers
Do. Founders' Share	29,055 B	240	240	2.824 to 1.74 = \$1.30 for 100	827 buyers
				None	820
MAN'S INSURANCES.					
China Trades Ins. Co., Ltd.	10,000	\$250	\$50	30 p. ct. = \$18 for 1800	2621 sellers
China Fins. Co., Ltd.	24,000	\$8333	\$25	10 p. ct. for year ended 30/6/99	358 sellers
North China Ins. Co., Ltd.	6,000	\$160	\$25	5 p. ct. final = 10 p. ct.	118
China Ins. Assn., Ltd.	8,000	\$100	\$50	30/- to 10 p. ct. for 1800	1212 sellers
China Ins. Office, Ltd.	10,000	\$250	\$50	31/- for 1800	1232 sellers
Strata Insurance Co., Ltd.	30,000	\$100	\$50	5 per cent. for 1895	81
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	27/- for 1800	295 sellers
China Fins. Co., Ltd.	20,000	\$100	\$50	30/- for 1895	310 sellers
SHIPPIING.					
Hongkong, Canton and Macao S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 31/12/99	304 buyers
Macau S. Co., Ltd.	10,000	\$10	\$10	10 p. ct. bonus for 1899	70 buyers
China-China S. N. Co., Ltd.	60,000	\$10	\$10	10 p. ct. bonus for 1899	70 buyers
China & Manua S. Co., Ltd.	14,000	\$50	\$10	20 per cent. for 1800	165 old sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$10	12 per cent. for year ended 30/6/99	843 sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	Final of 3 p. ct. = 10 p. ct.	211 buyers
China Mutual S. N. Co., Ltd.	20,000	\$10	\$10	10 p. ct. bonus for 1899	210 buyers
Star Ferry Co., Limited	10,000	\$10	\$10	1.05 = 12 p. ct. for 1800	441 sales and sellers
Shuttle Transport & Trading Co., Limited	18,000	\$100	\$100	Int. of 5 p. cent. on account of 1890	2300 sellers
REFINERIES.					
China Sugar Refining Com. Company	20,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equain Fund	114 sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1899	96
MINING.					
Fujon Mining Co., Ltd.	60,000	\$8	\$7	None	84 buyers
Do. Preference	30,000	\$1	\$1	None	81
Socieite Fran. des Charbonnages du Tonkin	10,000	\$10	\$10	10 p. ct. & bonus of 8s (in Ord. account '99)	210 buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	16 cents, sales and sellers
Java Mining and Trading Co., Ltd.	45,000	\$5	\$5	5 p. ct.	